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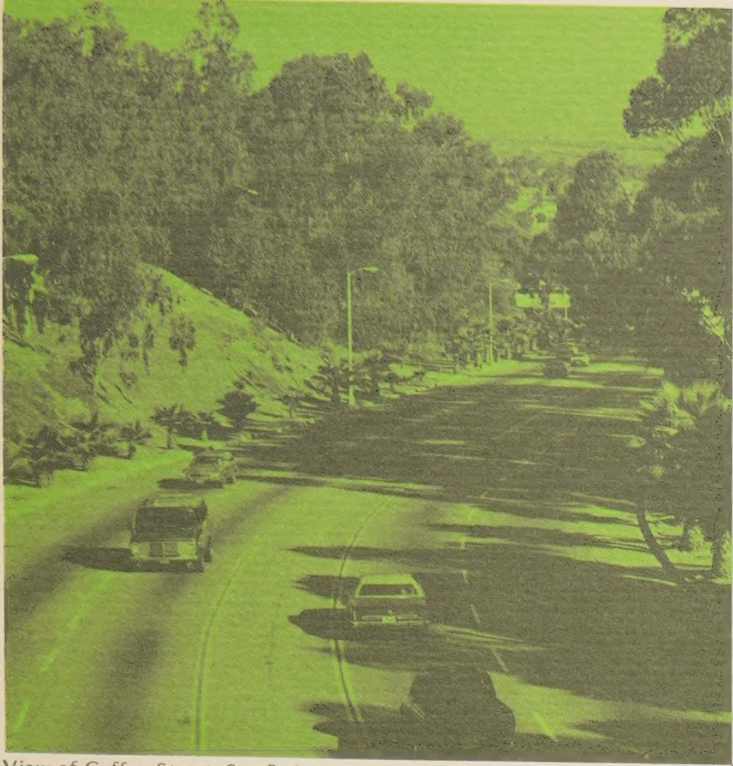
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UNIVERSITY OF CALIFORNIA

SCENIC HIGHWAYS PLAN

A Part of the Circulation Element of the
General Plan of the City of Los Angeles

DEPARTMENT OF CITY PLANNING / LOS ANGELES, CALIFORNIA



View of Gaffey Street, San Pedro

development of a comprehensive system of Scenic Highways and adjacent Scenic Corridors.

To ensure a pleasant or interesting view from the road, the Plan provides that the design and alignment of all designated Scenic Highways incorporate and balance preservation and enhancement of Scenic Resources with considerations of safety, utility and economy. It also provides for the development of Corridor Plans to protect Scenic Resources by regulating public and private development within Scenic Corridors in harmony with each corridor's unique characteristics.

The Plan Map identifies an approximate 300 mile system. The system is initially limited to those Scenic Highways within the City that afford relatively important and continuous views of existing Scenic Resources. Where possible, the system is coordinated with systems proposed by adjacent cities, Los Angeles County, and regional and state agencies. These routes and adjacent corridors are conceptual and require the preparation of specific Corridor Plans for precise delineation and protection.

Because significant areas of the City do not have immediately recognizable natural or man-made scenic features, the Plan proposes that the visual environment in these areas be improved through the development of man-made scenic features. A study program map is provided, for information purposes, which identifies various public ways having Scenic Resource development potential. The Plan proposes that these and other "potential" Scenic Corridors be studied further for incorporation into the system. Incorporation could occur through the revision of this Plan or through the preparation and adoption of related citywide plans or individual community plans.

POLICIES

- Corridor Plans for each Scenic Highway which establish corridor boundaries and development controls in harmony with each corridor's individual scenic character or concept should be prepared and adopted.

- On designated Scenic Highways where a Corridor Plan is called for and the Corridor Plan has not yet been adopted, reasonable interim control measures should be applied on a case by case basis where necessary to meet the objectives, standards, and criteria of this Plan. Such measures should be applied to applications including subdivisions, parcel maps, zone changes, conditional uses, zone variances, and public works approvals. These measures would include the following: appropriate landscaping; contour grading; screening, if appropriate; hiking, bicycle and equestrian trails; view protection; provisions of scenic turnouts, vista points, rest stops, and other complementary facilities.

- The City's system of Scenic Highways should be coordinated, where possible, with systems proposed by adjacent cities, the County, and regional and State agencies.

- The City's system of Scenic Highways and Corridors should accommodate various forms of transportation, including bike routes and recreational, equestrian and hiking trails where compatible with safety, established standards and criteria, and scenic characteristics.

- Scenic features should be recognized as valuable City resources important to a healthy, viable environment and to the well being of all citizens.

- Scenic Resources, including natural and man-made features, should be identified, preserved and enhanced.

- The visual environment in those areas of the City without evident Scenic Resources should be improved through development of man-made scenic features.

- Individual citizens and private organizations should be made aware of opportunities to enjoy, protect and develop the City's Scenic Resources.

- Affected City agencies should develop policies, regulations, standards, criteria, and procedures necessary to implement the intent and provisions of this Plan.

STANDARDS AND CRITERIA

The Plan contains two sets of "Standards and Criteria". One set provides for the identification and selection of Scenic Highways, the other for the development of Corridor Plans.

Scenic Highway Selection Criteria

No precise specifications can be established for the identification or selection of a Scenic Corridor or for the identification of the Scenic Resources within each Scenic Corridor. Scenic Resource identification relies heavily on judgmental factors. Range of visibility, scenery characteristics, ecology and visual impact should be considered in the identification of Scenic Resources and in the delineation of Scenic Corridors. The judgment of trained and experienced professionals may not concur with the judgment of others. Each Scenic Corridor should, however, meet at least one of the following basic criteria:

- A public right-of-way which traverses an area of scenic quality in undeveloped or sparsely developed areas of the City.
- Urban routes which contain cultural, historical, or aesthetic values that merit protection or enhancement.

More specific criteria considered in selecting Scenic Highways and delineating Scenic Corridors include:

VISUAL IMPACT: The visual impact of a feature or an area may be evaluated in terms of uniqueness, size, and scale of details, form, color, and other specific characteristics.

LOCATION OF VIEWER: The viewer may be in a moving or parked vehicle, or standing or walking alongside a public way or at a specifically designed vista point. The location of the viewer will have a direct bearing on the delineating of the Scenic Corridor.

TYPE OF VIEW: Views to be considered include: a foreground view of a close-range landscape; a panoramic view of a long-range subject; and a blended view consisting of a combination of these two.

ANGLE AND DURATION OF VIEW: The angle at which certain areas and features may be seen from the public way, the foreground features framing them, and the duration of visibility should be considered in delineating the Scenic Corridor. An isolated view or a view of short duration may or may not be considered a Scenic Resource warranting protection.

RANGE OF VISIBILITY: The range of vision will be dependent upon the location and landforms with respect to the right-of-way. Where landforms permit, the entire range of vision close to the right-of-way should be included within the Scenic Corridor. Where topographic features block the view, only that area that remains visible should be included. In selected instances topographical features may be modified or removed to enhance the view.

VEGETATION: Vegetative screens may constitute the edge of a Scenic Corridor. These may be natural or planted to enhance views or block objectionable views. Vegetative screens may be removed where removal would enhance the view. Landscaping in and of itself may also be a Scenic Resource.

STRUCTURES: Buildings, earthwork, and other facilities may be utilized to enhance desirable views or to screen out objectionable views. They may be removed or otherwise treated to enhance the view. A structure or group of structures may become the Scenic Resource in and of itself.

SCENIC CHARACTERISTICS: These include natural or man-made features such as stands of trees, bodies of water, geological formations, channels, and bridges or structures of architectural, historic or civic value. Panoramic views of the land, whether cultivated, uncultivated or urban may have scenic value and may be considered for inclusion in the Corridor. Short range or close up views of urban structures of many types may have scenic value.

MOUNTAIN AND HILLSIDE AREAS: The many mountain and hillside areas within the City offer excellent views of the rural and urban character of Los Angeles, including a few remaining wilderness scenes. Most of these views can be seen only from narrow, winding, local residential streets. Few, if any of these local streets afford a continuous view. The application of specific controls for their preservation is not considered necessary nor appropriate, given their residential character.

Corridor Development Criteria

Development shall be controlled within a Scenic Corridor. Control measures shall be applied to the public right-of-way and that land generally adjacent to the right-of-way which requires protective measures to insure perpetuation of the Corridor's scenic qualities or the preservation of an existing or proposed view.

Due to the broad variety of Scenic Resources, precise standards for the development of each Scenic Corridor are not specified in this Plan. Controls will be individually tailored to the unique scenic values within each Scenic Corridor. A Corridor Plan should precede the development of a roadway, the right-of-way and the abutting properties in each designated Scenic Corridor. Criteria to be considered in the development of each Scenic Corridor are as follows:

ROADWAY: Design and alignment of the roadway must include consideration of safety and capacity consistent with the proposed use of the roadway, as well as the preservation and enhancement of Scenic Resources. Where the standard design would destroy Scenic Resources, design alternatives should be considered.

Construction materials should be compatible with the unique characteristics of each Corridor. The appearance of the roadway should be aesthetically pleasing and be in harmony with the overall Corridor Plan.

Structures should be aesthetically designed, giving particular attention to the visual impact of bridges, tunnels, grade separations, retaining walls, and curbs.

EARTHWORK: Grading for new cuts or fills should be minimized. Grading at the time of initial construction should be such that landscaped cuts and fills will not have to be disturbed again.

All grading shall be contoured to blend with the surrounding terrain. Angular cuts and fills should be avoided.

PLANTING AND LANDSCAPING: Fire resistant native-type plants and trees and other compatible materials for planting and screening should be utilized to preserve and enhance the natural or scenic character of the Scenic Corridor, especially in mountain areas. Irrigation should be utilized as necessary to sustain plant life.

Existing vegetation should be preserved where not contrary to fire protection needs. Outstanding specimens of existing trees and plants should be retained and/or replanted where practicable.

Low-growing ground cover should be used where necessary to avoid blocking a desirable view. Taller vegetation should be used to screen objectionable views.

In undeveloped areas little additional landscaping may be required.

ENHANCING VIEWS: Selective clearing and thinning should be done to enhance or reveal desirable views. In occasional instances, topographic features may be removed or otherwise altered but only to the extent that other Scenic Resources are not damaged.

SIGNS AND OUTDOOR ADVERTISING: Normally, only traffic, informational and identification signs will be permitted. All signs should be designed and placed to complement scenic quality. For example, wood framing support posts could be used.

Signs should be limited to the sign height and number necessary to accomplish their specific purposes.

Off-site advertising signs shall be permitted only in urban areas and compatible with the character of the Scenic Corridor. Non-conforming signs should be eliminated at an early date.

UTILITIES: Where it is appropriate to have street lighting, such lighting should be compatible with the character of the area. Existing overhead utility lines along Scenic Highways and new utility lines in a Scenic Corridor should be placed underground. Where the undergrounding of utilities is not feasible, alternative means should be employed to reduce their visibility.

LAND USE REGULATIONS: New Corridor Plan ordinances may be enacted to preserve and enhance the Scenic Corridors by regulating heights of structures, building setbacks, building spacing, location and design of subdivisions, and other appropriate land use controls. Such ordinances may supplement or modify those contained in the Planning and Zoning Code.

COMPLEMENTARY FACILITIES: A variety of recreational facilities should be provided when appropriate. A high quality of design should characterize all of these facilities.

Access to recreational areas and parking facilities should be a part of a Corridor Plan.

Other complementary facilities should be planned, constructed and maintained in harmony with the Scenic Corridor. Rest areas should be provided for the convenience of the traveler. They should include such facilities as benches, litter containers, restrooms, and informational signs, and, where appropriate, horse and bike rentals, corrals, camp sites, and youth hostels.

HIGHLY URBANIZED SCENIC HIGHWAYS: In built-up urban areas, where primarily man-made features constitute the Scenic Resources, consideration should be given to design review, screening and buffering, appropriate sign control, street lighting, landscaping, mini-parks, green median strips, street furniture, walkway design, murals, sculpture, statuary, and fountains.

PROGRAMS

The following programs are intended to carry out the policies and accomplish the objectives of the Scenic Highways Plan: (As mentioned above, this Plan, by itself, does not mandate the City to commence any new programs which may require the expenditures of man-hours or funds.)

- The Plan proposes the development of a Corridor Plan for each Scenic Highway. Corridor Plans are to be initiated by the Director of Planning at the direction of the City Council as part of the City Planning Department work program. The Planning Department should have the advice and assistance of other City agencies and citizen groups. Corridor Plans should be as specific as possible to ensure the preservation and enhancement of the Scenic Corridor.

- Scenic routes not qualifying as part of the initial system of Scenic Highways should be studied further for possible incorporation into the City's system of Scenic Highways through revision of this Plan or through the preparation and adoption of related citywide plans or individual community plans. Such routes include: hillside local streets and other local scenic routes and viewpoints; routes affording only partial or discontinuous views; routes having landscape beautification potential; and, routes in the transitional areas having the potential for Scenic Resources development through the application of innovative redevelopment measures or controls. Some possible candidates for future Scenic Highway designations are shown on the Study Programs Map.

- Interim implementation measures to preserve Scenic Resources until Corridor Plans are prepared should be immediately applied.

- State and Federal assistance available to implement the Scenic Corridors Plan should be utilized.

- Legislation to provide State, Federal, or other funds for the acquisition, access, development, preservation and enhancement of Scenic Corridors should be supported.

- Scenic Corridor projects should be included in the Capital Improvement Program.

- The Scenic Highways Plan and its implementation should be coordinated with County and State scenic highway programs.

- Property and scenic easements should be acquired, and techniques such as leaseback to ensure the preservation and access of Scenic Resources in Scenic Corridors should be utilized.

- Legislation that would create tax incentives for the use of private property for scenic-related purposes within Scenic Corridors should be sponsored or supported.

- A study to establish the type and style of informational signs in Scenic Corridors should be conducted.

- The Scenic Corridor Plan should be reviewed and revised each five years, or sooner if conditions warrant.

Looking north from Valley Circle Boulevard

Looking east on Wilshire Boulevard

View of Santa Susana Mountains from Valley Circle Boulevard

Majestic palms near Valley Circle Boulevard

SCENIC HIGHWAYS PLAN

SCENIC HIGHWAYS DESIGNATED BY THIS PLAN

1. La Tuna Canyon Road: Sunland Boulevard to Foothill Freeway. Views of small ranches in the Verdugo Hills.
 2. Stonehurst Avenue: Sunland Boulevard to Wentworth Street.
 3. Wentworth/Sheldon Streets: Glenoaks Boulevard to Foothill Freeway. Views of horse ranches, hills, Hansen Dam, and Tujunga Wash.
 4. Big Tujunga Canyon Boulevard: Foothill Freeway to City boundary. Canyon road with impressive views of rugged mountains.
 5. Foothill Freeway: Golden State Freeway to City boundary.
 6. Lopez Canyon Road: Foothill Freeway to City boundary.
 7. Simi Valley Freeway: City boundary to Balboa Boulevard.
 8. Golden State Freeway: City boundary to Hollywood Freeway interchange.
 9. San Diego Freeway: Golden State Freeway interchange to Simi Valley Freeway interchange. Need for height and sign controls to protect scenic views from elevated portions of freeways.
 10. Rinaldi Street: San Diego Freeway to Canoga Avenue.
 11. Wildlife street with good mountain and valley views.
 12. White Oak Avenue: Rinaldi Street to Devonshire Street.
 13. Site of Deodor Trees Cultural Monument.
 14. Sesnon Boulevard: De Soto Avenue to Golden State Freeway.
 15. Reseda Boulevard: Rinaldi Street to Sesnon Boulevard.
 16. Tampa Avenue: Rinaldi Street to Sesnon Boulevard.
 17. De Soto Avenue: Sesnon Boulevard to Simi Valley Freeway.* Broad avenues, new homes of the Porter Ranch area, well landscaped, park access, intermittent valley views.
 18. Plummer Street: Valley Circle Boulevard to Topanga Canyon Boulevard. Scenic corridor shown on Chatsworth Community Plan.
 19. Valley Circle Boulevard: Mulholland Drive to Plummer Street. A "country road" winding past Chatsworth Reservoir and rustic homes, with views of the "Twelve Apostles" rock formations. (On March 28, 1977, the City Council adopted a resolution requesting "that City officials and agencies use the Valley Circle — Plummer Street Scenic Corridor Study of the Citizens Committee as a guide to future studies and planning for the development of the area described, and as a guide in future reviews and approvals of residential developments, taking into account the policies and features recommended in the study.")
 20. Ventura Freeway: City boundary to Topanga Canyon Boulevard. Views of rolling hills characterize this "gateway" to the San Fernando Valley.
 21. Ventura Boulevard: Valley Circle Boulevard to the San Diego Freeway.
 22. Mulholland Scenic Parkway: Valley Circle Boulevard to Hollywood Freeway, including connection to Mulholland Highway. ridge top "ribbon of park" traversed by a two-lane road, with spectacular panoramic views of City, ocean and mountains. (Defined in Section 17.05.5 of Zoning Code.)
 23. Balboa Boulevard: Victory Boulevard to Burbank Boulevard.
 24. Woodley Avenue: Victory Boulevard to Burbank Boulevard.
 25. Burbank Boulevard: Balboa Boulevard to the San Diego Freeway.
 26. Sepulveda Boulevard: Ventura Freeway to Sunset Boulevard. Old cross-mountain road with tunnel, views of mountains and valleys.
 27. San Diego Freeway: Ventura Freeway to Wilshire Boulevard. Dramatic link over the Santa Monica Mountains from West Los Angeles to the San Fernando Valley.
 28. Mountaingate Drive: Mountaingate and Highway A: Mulholland Drive to Sepulveda Boulevard. Existing and planned highways with opportunity for scenic treatment.
 29. Beverly Glen Boulevard: Ventura Boulevard to Sunset Boulevard. Winding cross - mountain road through residential areas, valley views.
 30. Benedict Canyon Drive: Mulholland Drive to the Beverly Hills City limit.
 31. Summitridge Drive: Beverly Hills City limit to Mulholland Drive easterly of Benedict Canyon Drive.
 32. San Ysidro Drive: Beverly Hills City limit to loop with Summitridge Drive.
 33. Franklin Canyon Drive: Beverly Drive to Mulholland Drive, except area in County.
 34. Coldwater Canyon Avenue and Drive: Ventura Boulevard to Beverly Hills City limit. Winding cross-mountain road providing access to the Mulholland Scenic Parkway.
 35. Laurel Canyon Boulevard: Ventura Boulevard to Sunset Boulevard. Heavily traveled, winding, cross-mountain road through rustic area.
 36. Chandler/Lankerhimer/Chahuenga Boulevards: Van Nuys Boulevard to Barham Boulevard.
 37. Hollywood Freeway: Barham Boulevard to Sunset Boulevard. Coming out of the Chahuenga Pass, excellent views of Hollywood and Downtown.
 38. Barham Boulevard: Hollywood Freeway to Forest Lawn Drive. Dramatic pass with northerly valley views.
 39. Forest Lawn Drive: Barham Boulevard to Griffith Park Drive. Winding past Hollywood Hills, gateway to Griffith Park.
 40. Griffith Park Area: Portions of Western Avenue and Los Feliz Boulevard; Vermont Canyon Road and Western Canyon Road from Los Feliz Boulevard to Mount Hollywood Drive; Mount Hollywood Drive to Griffith Park Drive; Griffith Park Drive to Los Feliz Boulevard. These and various other routes provide mountain and City

95. access to Observatory, Traveltown, Zoo, and picnicking.
96. Riverside Drive: Los Feliz Boulevard to Stadium Way: Essential link in "chain of parks" concept.
97. Stadium Way: Golden State Freeway off-ramp to Pasadena Freeway, Winding drive through Elysian Park.
98. Ventura Freeway: City boundary to City boundary through Eagle Rock. Hillside Freeway with excellent bird's eye City views and views of the distant Santa Monica Mountains.
99. Colorado Boulevard: Within the City.
100. Eagle Rock Boulevard: Verdugo Road to Colorado Boulevard.
101. Avenue 64: York Boulevard to Pasadena City boundary.
102. Monterey Road: Hardison Way to Huntington Drive.
103. Huntington Drive/Mission Road: Alhambra City limit to Valle Boulevard.
104. Pasadena Freeway: City boundary to four-level interchange. The City's first freeway, opened in 1940, winding through the oaks and vicarines of the Arroyo Seco.
105. Harbor Freeway (northern portion): Four-level interchange to Santa Barbara Avenue. Views of the high rise urban core.
106. Harbor Freeway (southerly portion): Slauson Avenue to City boundary. Elevated portion of freeway with close-up and distant urban views.
107. Exposition Boulevard: Third Avenue east to Figueroa Street.
108. Crenshaw Boulevard: Santa Monica Freeway to Slauson Avenue.
109. Adams Boulevard: Figueroa Street to Crenshaw Boulevard.
110. Wilshire Boulevard: Harbor Freeway to Santa Monica City limits, excluding those portions outside City of Los Angeles. Highly urbanized high rise corridor, from downtown to the sea.
111. San Vicente Boulevard: Venice Boulevard to Beverly Hills City limits, excluding those portions outside City of Los Angeles. Wide street with landscaped median through multiple-residential area.
112. Sunset Boulevard (easterly portion): North Main Street to City boundary. From Beverly Hills through Hollywood and varied city scenes to the historic Plaza.
113. Hollywood Boulevard: Laurel Canyon Boulevard to Vermont Avenue.
114. Santa Monica Boulevard: Sepulveda Boulevard to Beverly Hills City limit.
115. San Vicente Boulevard: Bringham Avenue to Santa Monica City limit. Wide urban boulevard with landscaped median.
116. Sunset Boulevard (westerly portion): Beverly Hills City boundary to Pacific Coast Highway. From the Pacific Ocean to Beverly Hills, views of mountains, estates, and UCLA campus.
117. Temescal Canyon Road: Sunset Boulevard to Pacific Coast Highway. Broad avenue lined with parks and amenities.
118. Palisades Drive: Sunset Boulevard to northerly terminus. Wide mountain road, good landscaping and ocean views.
119. Topanga Canyon Boulevard: Short segment through City area approximately three miles north of Pacific Coast Highway. Winding canyon road over mountains from the valley to the sea.
120. Pacific Coast Highway: City boundary to City boundary through Pacific Palisades. Coastal communities, beach and ocean views.
121. Main Street/Washington Boulevard/Lincoln Boulevard: Through Venice and around Marina del Rey. Coast highway bypass around new marina, through historic Venice community.
122. Venice Boulevard: Pacific Avenue to Sepulveda Boulevard and Westwood Boulevard to Crenshaw Boulevard.
123. Vista Del Mar: El Segundo City boundary to Culver Boulevard; Culver Boulevard to County line. Beach, sand dune and ocean views.
124. 25th Street/Passo Del Mar: 25th Street from City boundary to Western Avenue. Western Avenue to Passo del Mar; Passo del Mar to Shepard Street. Shepard Street to future connection with Harbor Boulevard. Hillside and bluff top route with ocean views, picturesque residential views, access to beach.
125. Harbor Boulevard: Vincent Thomas Bridge to Crescent Avenue. Crescent Avenue to proposed seaside alignment of Harbor Boulevard. Harbor Boulevard to future connection with Shepard Street. Views of historic San Pedro and Port of Los Angeles.
126. John S. Gibson Boulevard: "B" Street to Vincent Thomas Bridge via Pacific Avenue and Front Street, terrace across bridge and along Seaside Avenue to Long Beach City boundary. General views of Harbor activities, crosses Vincent Thomas Bridge.

HIGHWAYS SHOWN ON STUDY PROGRAM MAP

*City annexation occurred after plan adoption.



STUDY PROGRAM MAP

BROADWAY

urban street with wide median traversing level areas

MACY STREET – BROOKLYN AVENUE

FLOWER – TEMPLE – MAIN STREETS _____
through Central Business District from Wilshire Blvd. to Old Plaza

STOCKER STREET

winding canyon road through residential area

RODEO ROAD

pleasant street, deep setbacks, entrance to Baldwin Hills Village

SEPULVEDA BOULEVARD

wide street with median

SHERMAN WAY

broad boulevard with median, good landscaping

SANTA MONICA BOULEVARD

boulevard through urbanized area

LA BREA AVENUE

hillside boulevard with view north to Hollywood Hills, south to the ocean

BROADWAY

relatively narrow boulevard through original business district, civic center and historic plaza area.

VERMONT AVENUE

urban street with wide median traversing level areas



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